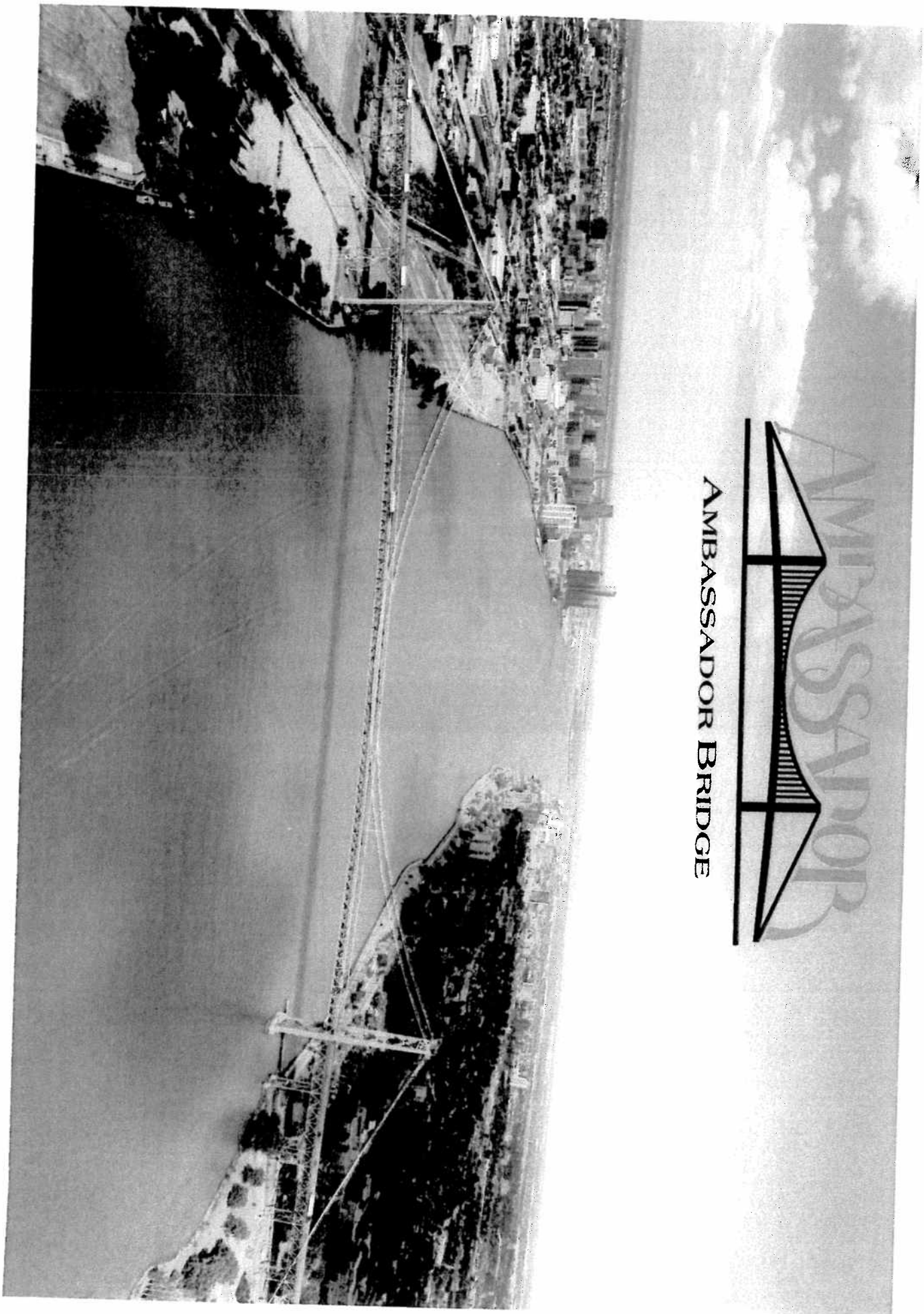
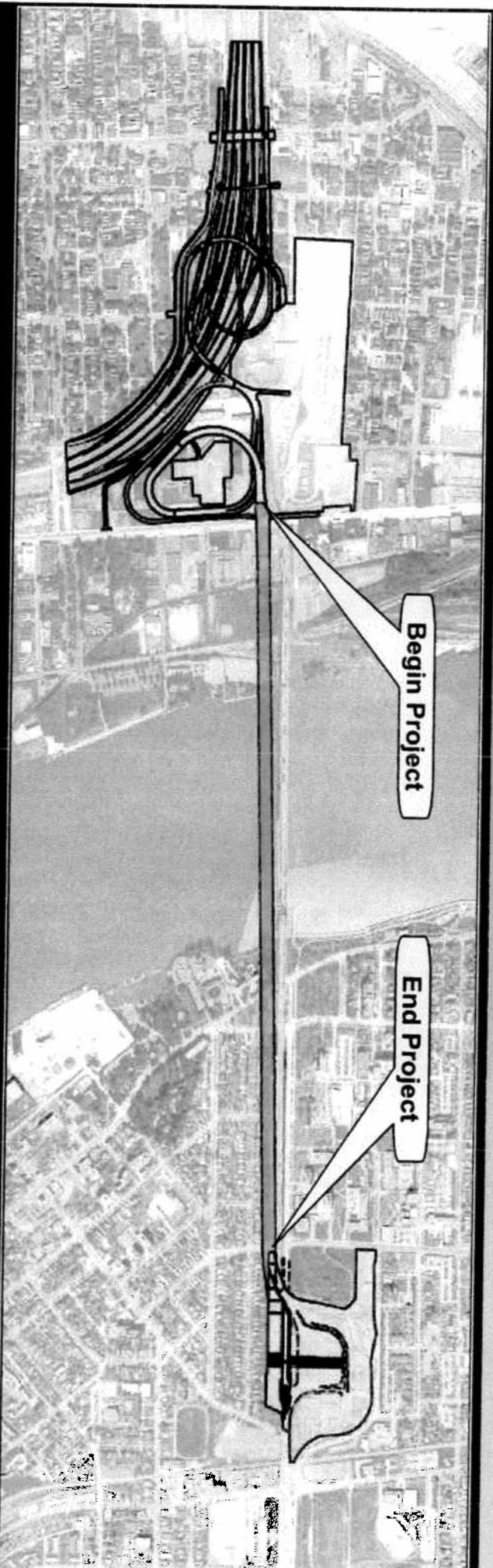


AMBASSADOR BRIDGE



Bridge Enhancement Project



- A cable stayed structure will be constructed adjacent to the existing bridge
- The new structure will continue to provide adequate lanes sufficient to accommodate the traffic flow already approved in the plaza expansions underway

AMERICAN
ARCHITECTS

ARCHITECTS

U. S. COAST GUARD
DRAFT FINDING OF NO SIGNIFICANT IMPACT
FOR
AMBASSADOR BRIDGE ENHANCEMENT PROJECT

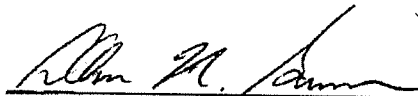
Proposed construction of a companion bridge adjacent to the existing Ambassador Bridge across the Detroit River in a previously approved international corridor between the City of Detroit, Wayne County, Michigan, United States, and the City of Windsor, Ontario, Canada.

This project has been thoroughly reviewed by the Coast Guard and it has been determined, by the undersigned, that this project will have no significant effect on the human environment.

This Finding of No Significant Impact is based on the attached applicant prepared Environmental Assessment and has been independently evaluated by the Coast Guard and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project and provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The Coast Guard takes full responsibility for the accuracy, scope, and content of the attached Environmental Assessment.

FEB 04 2009

Date


Environmental Reviewer

Bridge Management Specialist
Title/Position

FEB 04 2009

Date


Environmental Reviewer

Chief, Permits Branch
Title/Position

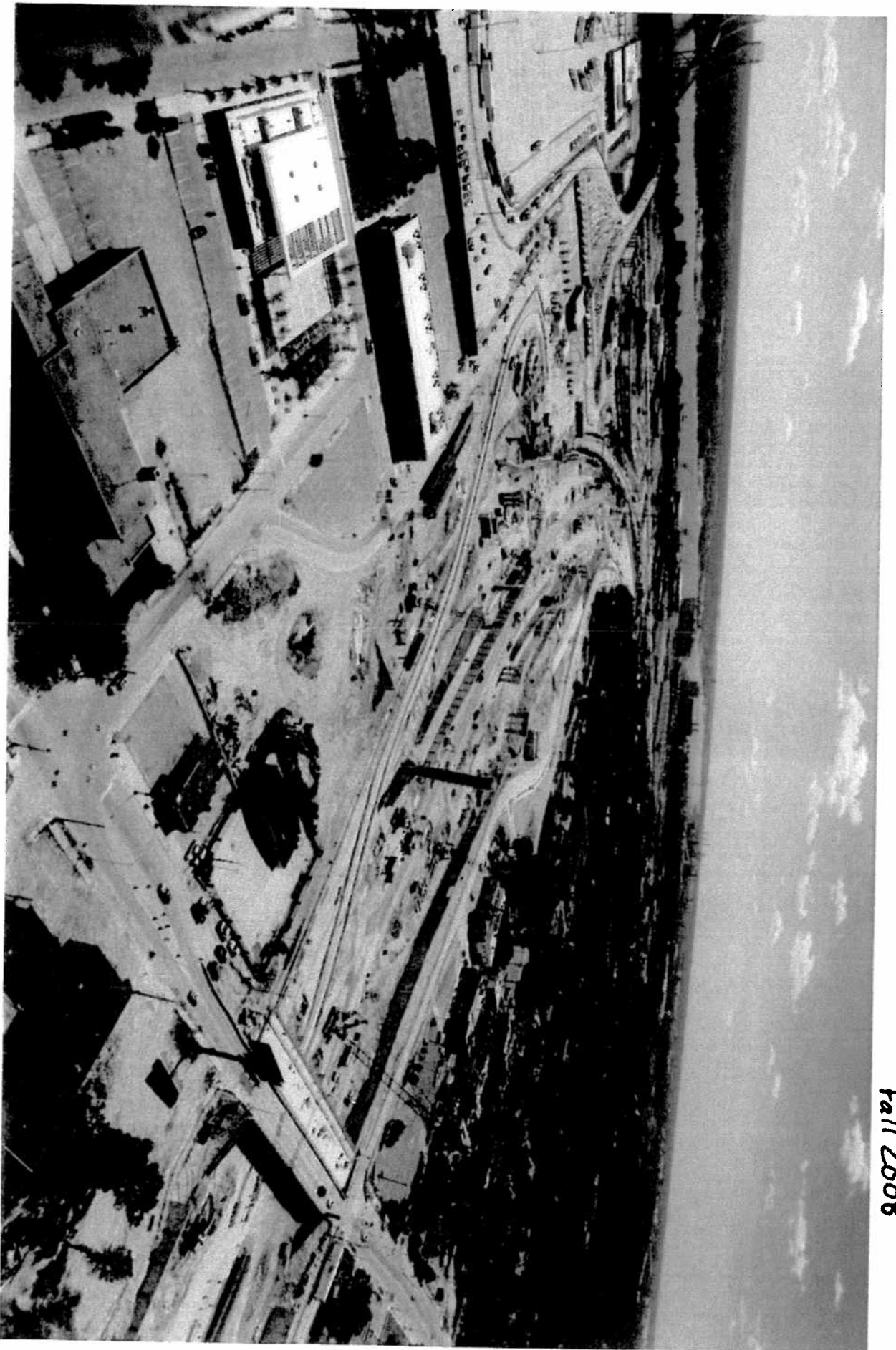
I have considered the information contained in the EA, which is the basis for this FONSI. Based on the information in the EA and this FONSI document, I agree that the proposed action as described above, and in the EA, will have no significant impact on the environment.

FEB 04 2009

Date

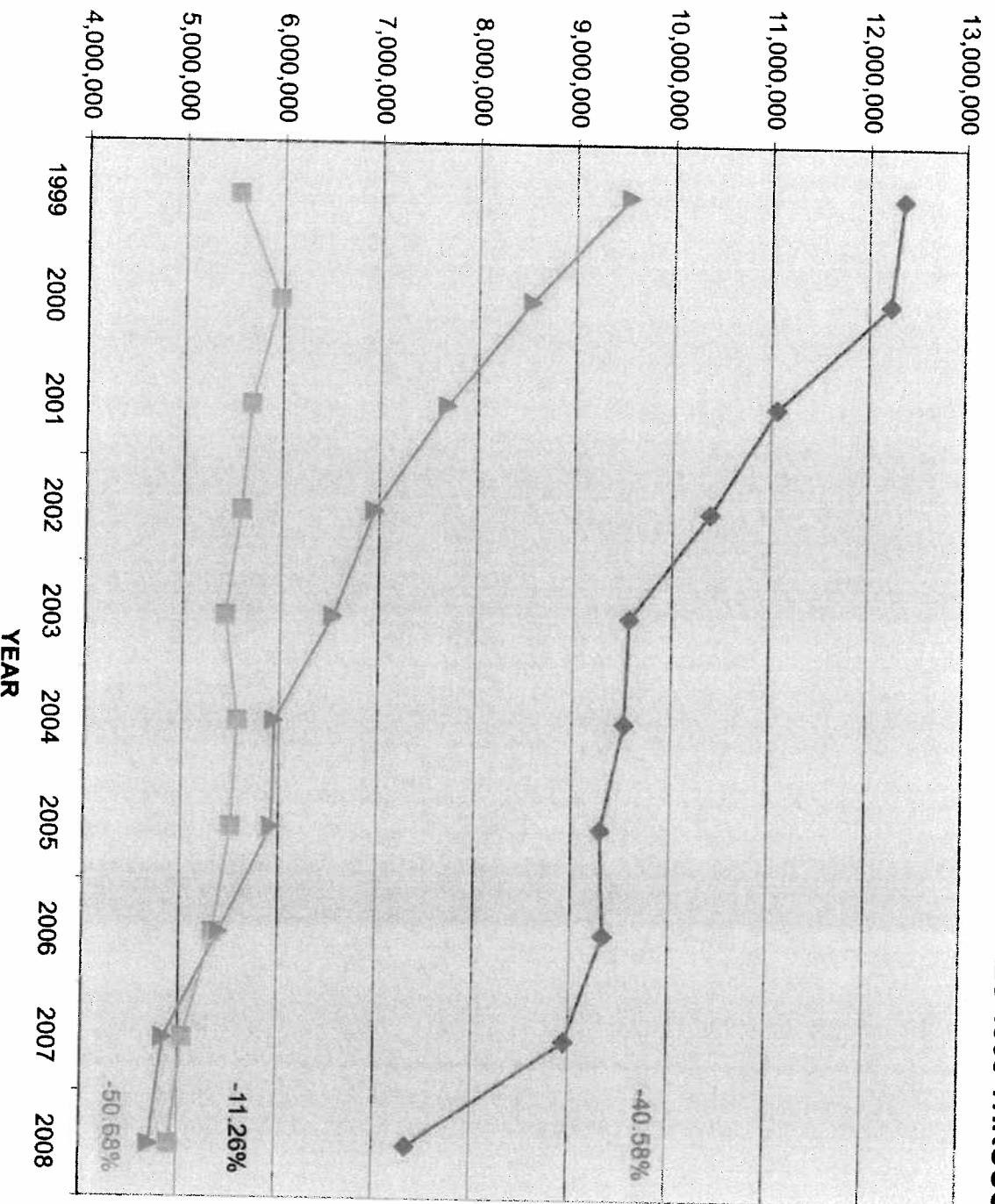

Responsible Official

Administrator, Bridge Program
Title/Position



Fall 2008

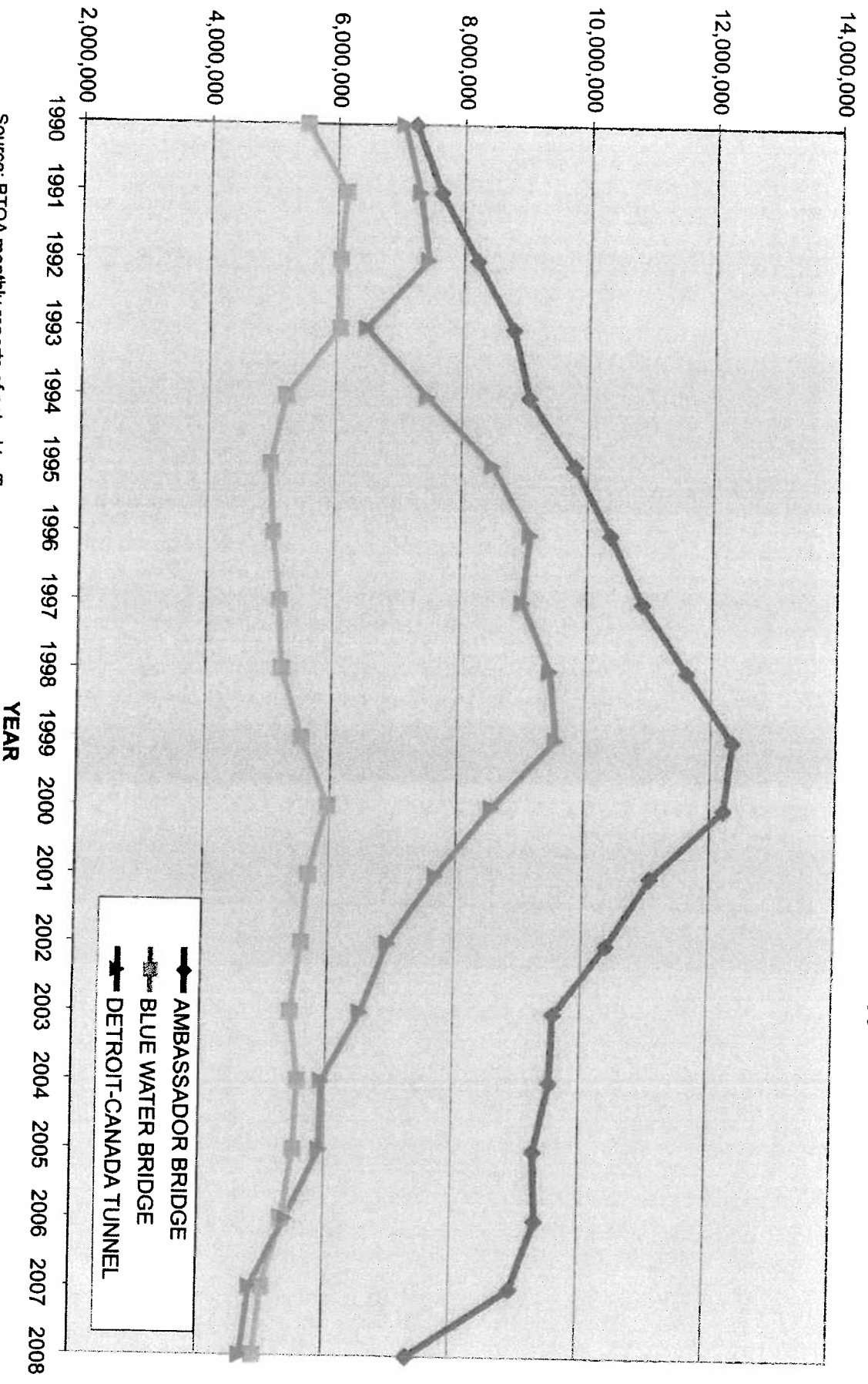
AUTOMOBILE AND TRUCK COMBINED TOTALS 1999 THROUGH 2008



Note 1: The Sarnia Casino opened in 2000 resulting in the Blue Water Bridge traffic remaining relatively constant.
 Note 2: The Blue Water Bridge Second Span opened in 1997.

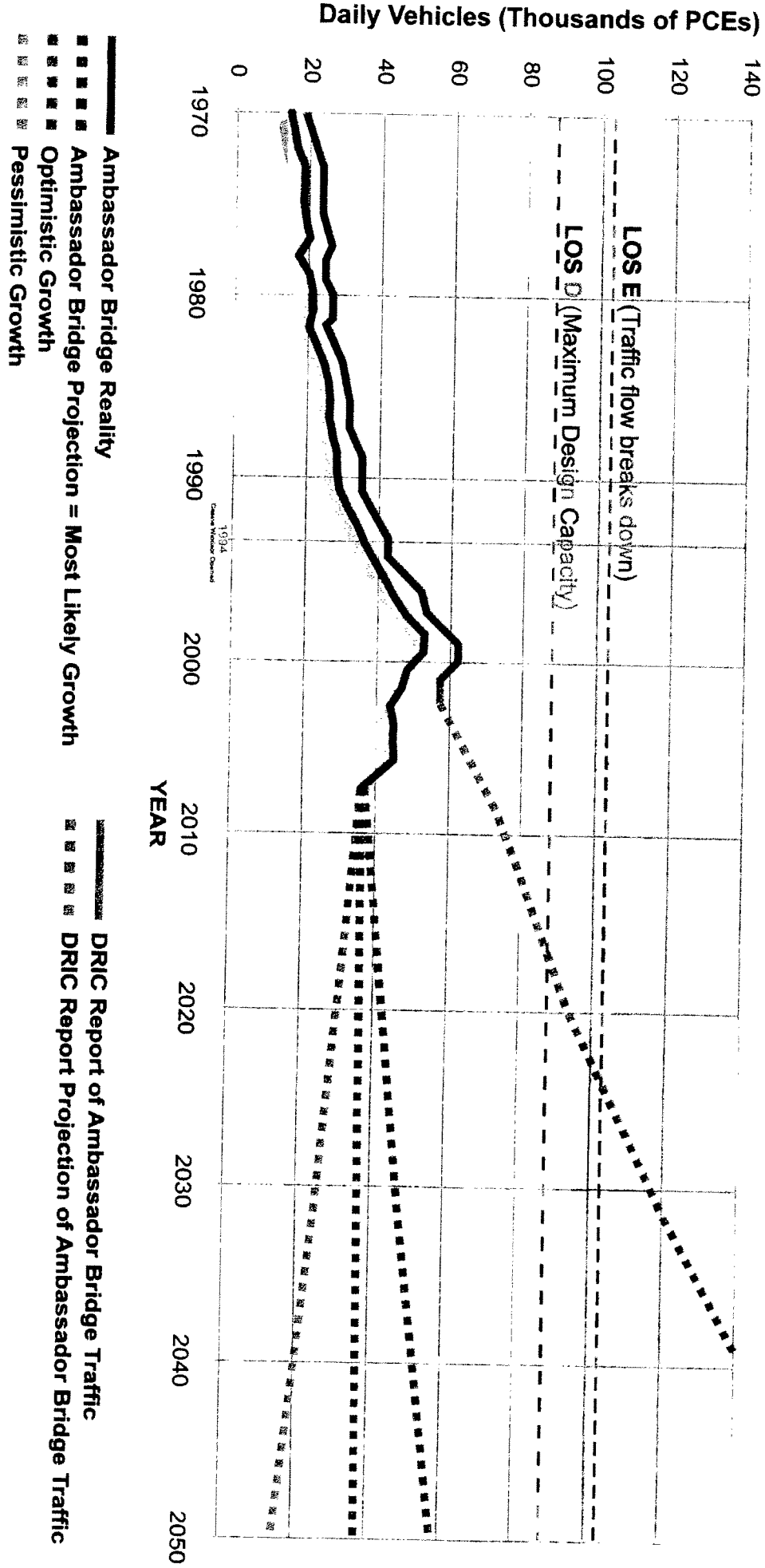
- ◆ AMBASSADOR BRIDGE
- BLUE WATER BRIDGE
- ▲ DETROIT WINDSOR TUNNEL

TOTAL TRAFFIC FOR YEARS 1990 THROUGH 2008



Source: BTOA monthly reports of actual traffic

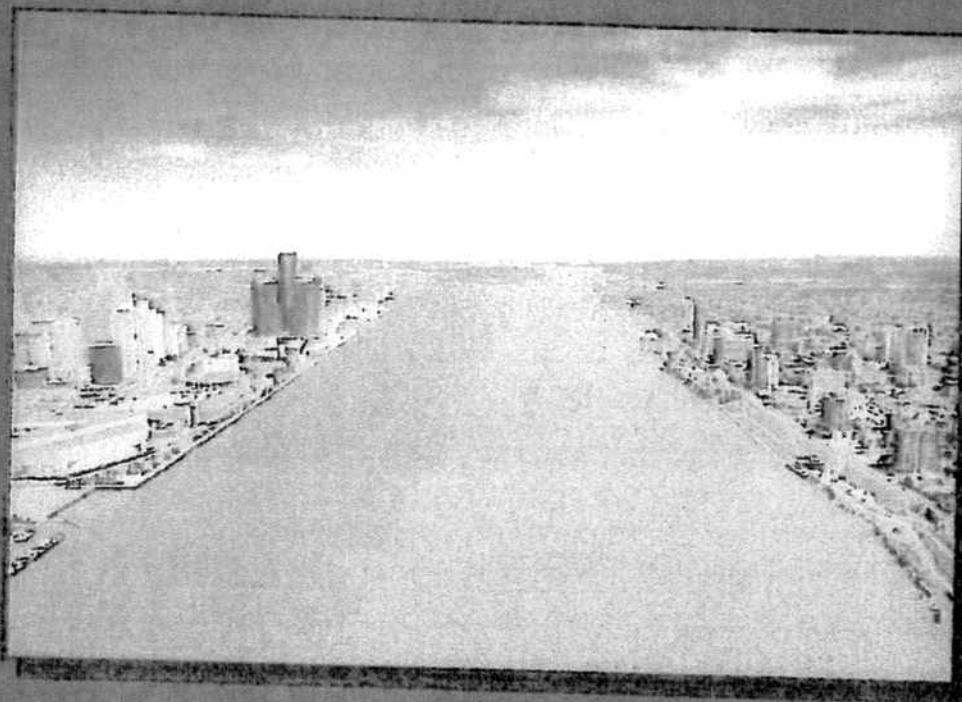
DRIC Report versus AMBASSADOR BRIDGE Actual



DRAFT

The Detroit River International Crossing Study Evaluation of Illustrative Alternatives on U. S. Side of Border

Volume 1 Summary



November 2005

The objective in using these data is to take the first step to define the list of alternatives to be eliminated from the U.S. perspective.

Using the MDOT Technical Team weights, no Downriver alternative is in the top five in the overall performance evaluation (Table S-10) of the 37 crossing alternatives because of their impacts on neighborhoods, the natural environment and their low performance in regional mobility. It is noteworthy that the Citizen and Technical Team rankings of alternatives do not differ by more than three places for 17 of the 21 alternatives.

In the Central Area, the Citizens' and Technical Team's weights place four alternatives among the top five performers because they penetrate areas that are largely industrial with relatively few natural environmental consequences. They also perform very well in regional mobility.

- X-8/C-2 (U.S. Steel North)/Schaefer-South/I-75
- X-8/C-2 (U.S. Steel North)/Schaefer-North/I-75
- X-8/C-2 (U.S. Steel North)/Schaefer-North/I-94
- X-11/C-4 (Delray East)/Dragoon/I-75

In the I-75/I-96 Area, both Citizens' and Technical Team's weightings place crossing system X-12/II-4 (Expanded Ambassador Bridge Plaza)/I-75 in either first or second place due to relatively few impacts on neighborhoods and the natural environment. This is also a very high performing alternative in regional mobility. The two other alternatives in the I-75/I-96 Area rank in the teens or worse.

The Belle Isle alternatives occupy the last two positions overall (36th and 37th) according to both the Citizens' and Technical Team's weightings because of their impacts on neighborhoods, cultural resources and air quality. They also do not perform well in the regional mobility area.

In summary, the weighted effectiveness scores shown on Table S-10 point to the area in green on Figure S-10 as a focus for a new border crossing system.

by the Detroit River Tunnel Partnership to convert two rail tunnels to truck use after building a new, single-track modern tunnel for rail vehicles. This proposal does not address the long-range capacity needs of the region. But, this position does not prevent DRTP from continuing its own environmental studies in accordance with the processes in the U.S. and Canada.

The analysis then focused on the practical feasibility, including cost-effectiveness, of the end-to-end alternatives of the systems between and including Crossings X-8 and X-14 (refer to Figure S-10). Both the U.S. and Canadian analyses led to the elimination of Crossings X-8 and X-9 because of the impacts on the continued operation of the U.S. Steel plant and the inability to construct the new Detroit River crossing in a timely manner (i.e., completion by 2013). This crossing area is also affected by the presence of known brine wells and the fact that many brine wells remain unknown because complete records of solution mining were not kept for years.

That work also led to the elimination from further consideration of Crossing X-14, which uses the Canadian Pacific rail right-of-way on both sides of the Detroit River. The impacts to neighborhoods, and plans for their future, cultural resources and air quality led to this conclusion.

Finally, the study indicates the proposed U.S. plaza next to/downriver from the Ambassador Bridge, and its possible connections to I-75, should remain in the continuing analysis, but not as part of a second span of the Ambassador Bridge. That crossing alternative is eliminated because, in Canada, the plaza and freeway connection leading to a second span would have unacceptable community impacts and the constructability of a six-lane freeway along Huron Church Road is doubtful in light of intensity of the surrounding development.

Therefore, the analyses of Illustrative Alternatives define an area upstream of Zug Island to the foot of the Ambassador Bridge in the U.S., and, in Canada, from Broadway Boulevard to the vicinity of Brock Street (Figure S-12) as the places where further analyses will be conducted to specify where the Practical Alternatives for bridges, plazas and highway route connectors should be placed. The components of the crossing systems previously analyzed will now be replaced by new ones developed through involvement of the local community, its elected representatives, the project's Local Advisory Council, the City of Detroit, and a host of stakeholders. The analyses to support defining the Practical Alternatives will include detailed examination of possible impacts to the community's people and the large and small businesses that exist there, and its resources, such as the historically-significant Fort Wayne. Engineering examinations will be conducted of items such as the possible relocation of utilities or major rail lines, and how connections can best be made to I-75. The additional work will also include study of river-

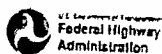
Detroit River
INTERNATIONAL CROSSING
S T U D Y

Generation and Assessment of Illustrative Alternatives Report

DRAFT November 2005

DRAFT

Canada



Ontario



URS

Central Alternatives – Crossings X7, X8, X9, X10 and X11

Crossing X7 connected the Canadian plaza CC4 to U.S. plaza AC1. Additional investigation by the U.S. Team has identified that Plaza AC1 is not practical, due to unacceptable impacts to the operations of National Steel associated with this proposed plaza site (for more information, refer to U.S. Analysis Results, under separate cover). Therefore, Crossing X7 was set aside and will not be studied further.

A summary of the assessment of crossing X8, X9, X10 and X11 alternatives is provided in Table 3.7-A. The proposed crossing X8, X9, X10 and X11 alternatives offer high regional mobility benefits. Any of these new crossings connected by a freeway the Huron Church/Talbot Road corridor would adequately serve long-distance international truck traffic and local cross-border auto and truck traffic through year 2035 (the horizon year of this study). The existing crossings and the roadways connecting to these crossings would also operate well during daily peak travel periods. The crossing X8 alternative offers slightly lower benefits to regional mobility than the other central alternatives.

Crossing X11 alternative has higher community impacts than the other central alternatives, including impacts to land use and cultural features, due to the proximity of the crossing and plaza to the residential and historic community of Sandwich.

Crossing X8 and X9 alternatives avoid the community of Sandwich, but have higher impacts to natural features associated with impacts to connectivity between the sensitive natural areas in the Ojibway area and the riverfront.

All the alternatives carry some degree of constructability and other risks related to the current uses in the area, presence and effects of mining activities, and the concentration of infrastructure.

The central alternatives represent the best balance of transportation benefits and community impacts on the Canadian side. Of the alternatives that adequately meet the mobility needs of the region, a new freeway in the Huron Church/Talbot Road corridor south of E.C. Row Expressway has lower impacts to the community than a new freeway through the Ojibway area or expansion of the E.C. Row Expressway. The impacts of the plaza and crossing sites in the industrial areas are also lower than those of the crossing X12 and X14 alternatives.

Continued analyses of these central alternatives would provide opportunities to reduce the land use/community and natural feature impacts, as well as address issues of constructability. The Canadian Project Team therefore recommended that the crossing X8, X9, X10 and X11 alternatives be carried forward as practical alternatives.

Ambassador Bridge Alternative – Crossing X12

A six-lane freeway connecting to a twinned Ambassador Bridge has a high benefit to regional mobility through year 2035 (the horizon year of this study). An expanded crossing connected by a freeway on the Huron Church/Talbot Road corridor would adequately serve long-distance international truck traffic and local cross-border auto and truck traffic. The Detroit-Windsor Tunnel would also operate well during daily peak travel periods and congestion on Huron Church Road would be reduced in comparison to other alternatives.

However, expansion of the existing crossing and connections offers limited improvement to providing continuous/ongoing river crossing capacity, in comparison to providing a new

crossing and connections. Expanding the existing plaza and construction of a new freeway in the Huron Church Road corridor has high potential for disrupting international traffic in this important trade corridor. With the Crossing X12 alternative, the entire length of Huron Church Road up to the Ambassador Bridge would require reconstruction.

The Canadian Project Team also recognizes that expansion of the crossing and existing plaza creates high impacts to the historic Sandwich community. This alternative would have high community impacts in terms of residential displacements and disruption, impacts to built heritage features, and community character and cohesion. The community impacts associated with twinning of Ambassador Bridge, expansion of the existing bridge plaza and expansion of Huron Church Road to a freeway are notably higher than those of the central alternatives.

Based on higher community impacts, higher degree of disruption to international traffic on Huron Church Road and the community during construction and the limited improvement to continuous/ongoing capacity in the network in comparison to the central alternatives, the Canadian Project Team recommended that twinning of the Ambassador Bridge, expansion of the Canadian plaza and a new freeway connection to Highway 401 not be carried forward as a practical alternative.

This decision does not prevent the owners of the Ambassador Bridge from continuing with its separate environmental studies in accordance with the legislative requirements in both countries for permits/approvals for a new bridge at this location.

Rail Corridor Alternative – Crossings X13 and X14

The Rail Corridor was assessed as:

- a two lane truckway utilizing the two existing single track rail tunnels refurbished to provide two lanes of truck traffic (one lane in each direction);
- a six-lane freeway with a new six-lane road tunnel (three lanes in each direction) constructed beneath the Detroit River; and,
- a six-lane freeway with an new six-lane road bridge constructed over the Detroit River

The DRTP truckway proposal does not provide sufficient capacity to meet the projected travel demand at the Windsor-Detroit crossing up to year 2035 (the horizon year of this study) and has high community impacts on the Canadian side. This option was eliminated from further consideration in this study.

A six-lane freeway tunnel crossing was assessed and considered practically infeasible for this study. As a six-lane freeway with a new bridge or tunnel, the Rail Corridor alternative has a high benefit to regional mobility through year 2035. A new crossing connected by a freeway using the rail corridor alignment would adequately serve long-distance international truck traffic and local cross-border auto and truck traffic. The existing crossings and the roadways connecting to these crossings would also operate well during daily peak travel periods.

However, the Canadian Project Team recognizes that a new freeway through central and south Windsor is not consistent with current and future land use plans for the city. A new freeway corridor through central and south Windsor is not compatible with existing and planned land uses in this area of the city. This alternative was considered to have high community impacts in terms of impacts to regional commercial/retail areas and employment areas south of E.C. Row Expressway and negative impacts to community

TABLE 3.7-C: SUMMARY OF ASSESSMENT OF ILLUSTRATIVE ALTERNATIVES, CANADIAN SIDE, X12, X14 AND X15 - HIGHWAY 401 TO DETROIT RIVER

Factor	Crossing X12/Plaza CT1	Crossing X14/Plaza CR1	Crossing X15/Plaza CE1
Changes to Air Quality	No impact Slight increase in pollutant levels on a system-wide basis vs. do nothing	No impact Little change in pollutant levels on a system-wide basis vs. do nothing	No impact Little change in pollutant levels on a system-wide basis vs. do nothing
Community and Neighbourhood Impacts	High impact Displacements: 420+ households 85+ Businesses; Disruption: 3490+ households within 250 m of centreline; 25+ businesses	High impact Displacements: 125+ households; 75+ Businesses; Disruption: 2180+ households within 250 m of centreline; 10+ businesses	High impact Displacements: 570+ households 40+ Businesses; Disruption: 2600+ households within 250 m of centreline; 40+ businesses
Consistency with Land Use	Moderate impact Huron Church/Talbot is somewhat consistent for a new freeway; plaza and crossing in historic residential area are highly inconsistent	High impact High impacts to land use, especially regional commercial/uses; crossing, plaza and freeway highly inconsistent with local land uses and city plans	High impact Crossing, plaza and route north of EC Row highly inconsistent with current and planned land uses; route south of EC Row to Highway 401 is somewhat consistent
Impacts to Cultural Resources	High impact Impacts to 45 built features, 3 known archaeological sites; high potential for impacting unknown sites	High impact Impacts to 14 built features, no known archaeological sites impacted; moderate potential for impacting unknown sites	Moderate impact Impacts to 10 built features, no known archaeological sites impacted; moderate potential for impacting unknown sites
Natural Environment	Low impact Loss of 15+ ha of designated/ undesignated features; direct impacts to 1+ ha of ETS ¹⁴ /habitat.	High impact Loss of 21+ ha of designated/ undesignated features; direct impacts to 18+ ha of ETS ¹⁴ /habitat.	Low impact Loss of 13+ ha of designated/ undesignated features; direct impacts to 9+ ha of ETS ¹⁴ /habitat.
Improve Regional Mobility	High Benefits Provides additional capacity/new crossing; existing crossings operate below capacity; D-W tunnel approaching unstable flow in 2035 during daily peak travel periods in long term	High Benefits Provides additional capacity/new crossing; existing crossings and connecting roadways operate well during daily peak travel periods in long term;	Low Benefits Provides additional capacity/new crossing; inadequate benefits to existing crossings and key connecting roadways in Windsor which operate over capacity during daily peak travel periods in long term; does not meet Partnership objectives
Cost	High impacts CDN\$1.5 B ¹⁵ : Constructability risks include trafficability management and access on HCR/Talbot Rd/Hwy 3; complex interchange at Huron Church and EC Row Expressway	High impacts CDN\$1.9 B ² : Constructability risks include interchange reconfiguration at Hwy 401; complex interchange at EC Row including reconfiguration of Howard and Dougall interchanges; trafficability management and access in Provincial Road corridor; maintenance of rail traffic.	High impacts CDN\$1.6 B ² : Constructability risks include interchange on EC Row/Lauzon Parkway; trafficability management and access on Lauzon Parkway/plaza area/new crossing

Conclusions:
The Crossing X12 and X14 ~~alternatives provide adequate improvements to regional mobility but have higher community impacts than the central alternatives.~~ The crossing X15 alternative has high community impacts and does not provide adequate improvement to regional mobility in the long term. These alternatives are therefore not recommended for continued analysis.

¹⁴ Endangered or threatened species
¹⁵ Preliminary planning costs of connecting route, plaza and one-half of crossing

3.9. End-to-End Evaluation of Illustrative Alternatives

The Canadian Team recommendations of alternatives to be carried forward as practical alternatives corresponded to an area of continued study on the Canadian side of the Detroit River extending from the Windsor/ LaSalle border to the north end of the portlands in Sandwich town.

The U.S. Project Team also identified an area of focus for a new border crossing system within which a short list of practical alternatives could be identified that would meet the needs of the border transportation network while having acceptable impacts on the U.S. side. This area extended from the River Rouge/Melvindale area in the south to the downtown Detroit/M-10 area.

Based on the evaluation conducted by the two teams, both Project Teams identified the following:

- Crossings X1, X2, X3, X4, X5, X6, X7, X13 and X15 should be eliminated from further study; this is jointly supported by the analysis of both Project Teams;
- Crossings X10 and X11 should be carried forward for further study; this is jointly supported by the analysis of both Project Teams;
- Crossings X8 and X9 to be reviewed in determining whether to carry forward as practical alternatives; both teams recommended carrying forward Crossings X8 and X9 for consideration as practical alternatives, however, the analysis of both teams suggests these alternatives do not perform as well on either side of the river as other recommended crossing alternatives;
- Crossings X12 and X14 to be reviewed in determining whether to carry forward as practical alternatives; the U.S. Project Team recommended both of these alternatives be carried forward for consideration as practical alternatives while the Canadian Project Team did not.

The Partnership, together with the Canadian and U.S. Project Teams jointly reviewed the Crossing X8, X9, X12 and X14 evaluation results on an end-to-end basis in determining the final recommendations for alternatives to be carried forward for continued analysis.

Crossings X8 and X9

The Canadian evaluation identified that crossing X8 and X9 alternatives offer high regional mobility benefits. The Canadian Team also identified that, in terms of improvements to regional mobility, the crossing X8 alternative offers slightly lower benefits to regional mobility than the other central alternatives.

On the Canadian side, the crossing X8 and X9 alternatives have high impacts to the significant natural features in the Ojibway area of west Windsor. The connecting route for crossing X8 follows the Ojibway Parkway; this route impacts the Black Oak Prairie Heritage Park and Ojibway Prairie complex. This alternative would result in the loss of over 25 ha of designated and undesignated natural features and a similar area of endangered or threatened species habitat. More significantly, a new freeway in the Ojibway Prairie corridor would likely sever the linkage between the Black Oak Prairie area and the Ojibway Prairie Complex, resulting in a landscape scale impact.

PROGRESS REPORT
THE CORRADINO GROUP
DRIC EPE/EIS PHASE
APRIL 1 THROUGH APRIL 30, 2005

The following details the work progress for the project by task (Sections A, B, & C). At the end of the task progress discussion are sections that address updates of the schedule, items needed from MDOT, and a listing of substantive verbal contacts with MDOT. Schedule adjustments and verbal contacts are listed on attachments G and H, respectively.

A, B, AND C – PROGRESS BY TASK

TASK 1 (1220) – VERIFY SCOPE/CONDUCT PUBLIC INVOLVEMENT PLAN

A. Work Progress

- Attended the April 5th and April 6th Canadian public information open houses in Windsor and LaSalle, respectively.
- Conducted the U.S. public meetings on April 11th through 14th.
- Postponed indefinitely the April 11th air quality task force meeting.
- Participated in the Working Group meeting in advance of the Steering Committee meeting on April 12th.
- Participated in the Partnership Steering Committee meeting on April 13th.
- Met in Washington with Department of Homeland Security representative Doug Doan on April 19th.
- Attended a speech given by Premier McGuinty in Washington on April 19th.
- Met with Customs and Border Protection representatives on April 21st.
- Participated in the Working Group meeting of April 27th.
- Conducted the U.S. Public Agency Group meeting on April 27th.
- Participated in the April 27th Local Advisory Council meeting.
- Met with the Detroit International Bridge Company representatives on April 28th.
- Continued to monitor and respond to hot line calls and e-mail delivered to the MDOT Web site.
- Coordinated with the Canadian team to determine the applicability of Comment Works tracking system.
- Monitored the developments of the April 13th meeting of the 25 Percent Challenge Task Force.

- Began developing conceptual connections of illustrative route alignments to freeways and plaza.

B. Products

- Updated draft Illustrative Alternatives Evaluation paper.
- Updated paper on tunneling issues.
- Updated paper on plaza requirements.
- Conceptual connections to freeways and plazas.

C. Task Evaluation

- The QUANTIM analysis between the U.S. and Canadian teams by establishing "avoid" areas indicates a significantly different approach. This issue was aired with the Working Group on April 27th. It was determined that each side would use its own approach with the expectation that the coordination between both teams would lead to similar conclusions, regardless of the different approaches. It was stressed by MDOT during the meeting that the Canadian team would conduct its analysis only on the Canadian side of the river and the U.S. team would likewise stay on the U.S. side of the river. Coordination between these two groups would then reconcile the way (bridge/tunnel) and locations to cross the border.

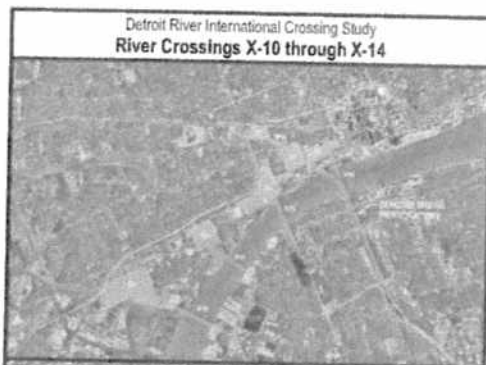
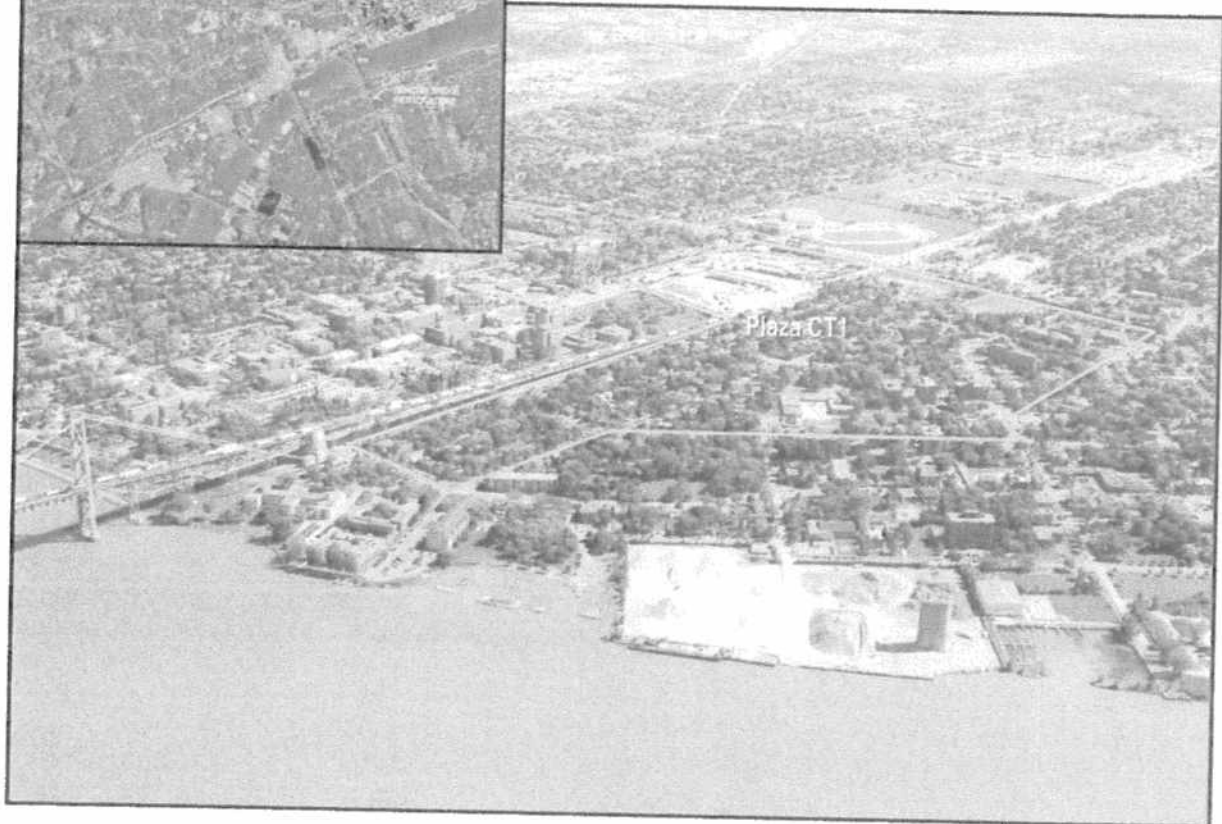
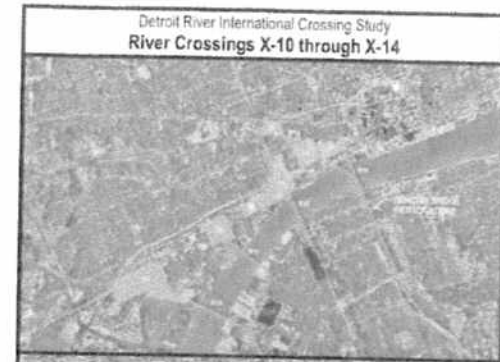
- An April 21st meeting with Customs and Border Protection Agency representatives indicates that the core Customs area required of those functions on the Canadian side of the border would be 25 acres to 30 acres. Based on that input, and others, the plaza experts on the Canadian and U.S. teams have defined an 80- to 100-acre plaza to be located and analyzed in the Illustrative Alternatives phase.

- The meeting with Customs and Border Protection Agency representatives also provided input that plazas will be required on each side of the border in any situation. Nevertheless, if there needs to be a joint plaza, the potential of the plaza sites on each side of the border to expand to 100+ acres will be assessed in the evaluation process.

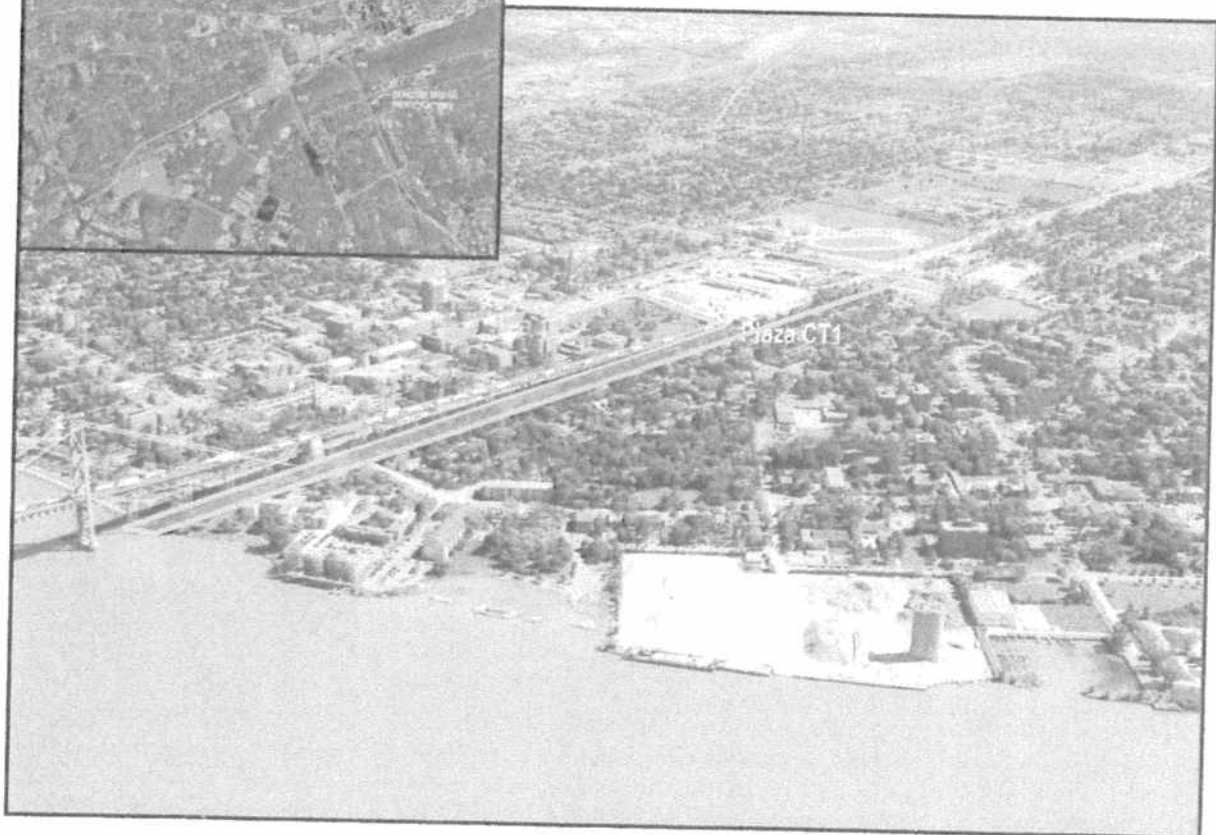
- The caution by the Steering Committee made it clear that all involved, particularly the public, are to understand that regional, national and international items of significance (i.e., economics and transportation (freight flow)) will be overriding issues in selecting a final alternative.

(Brought to UKIC's attention Nov. 2005)

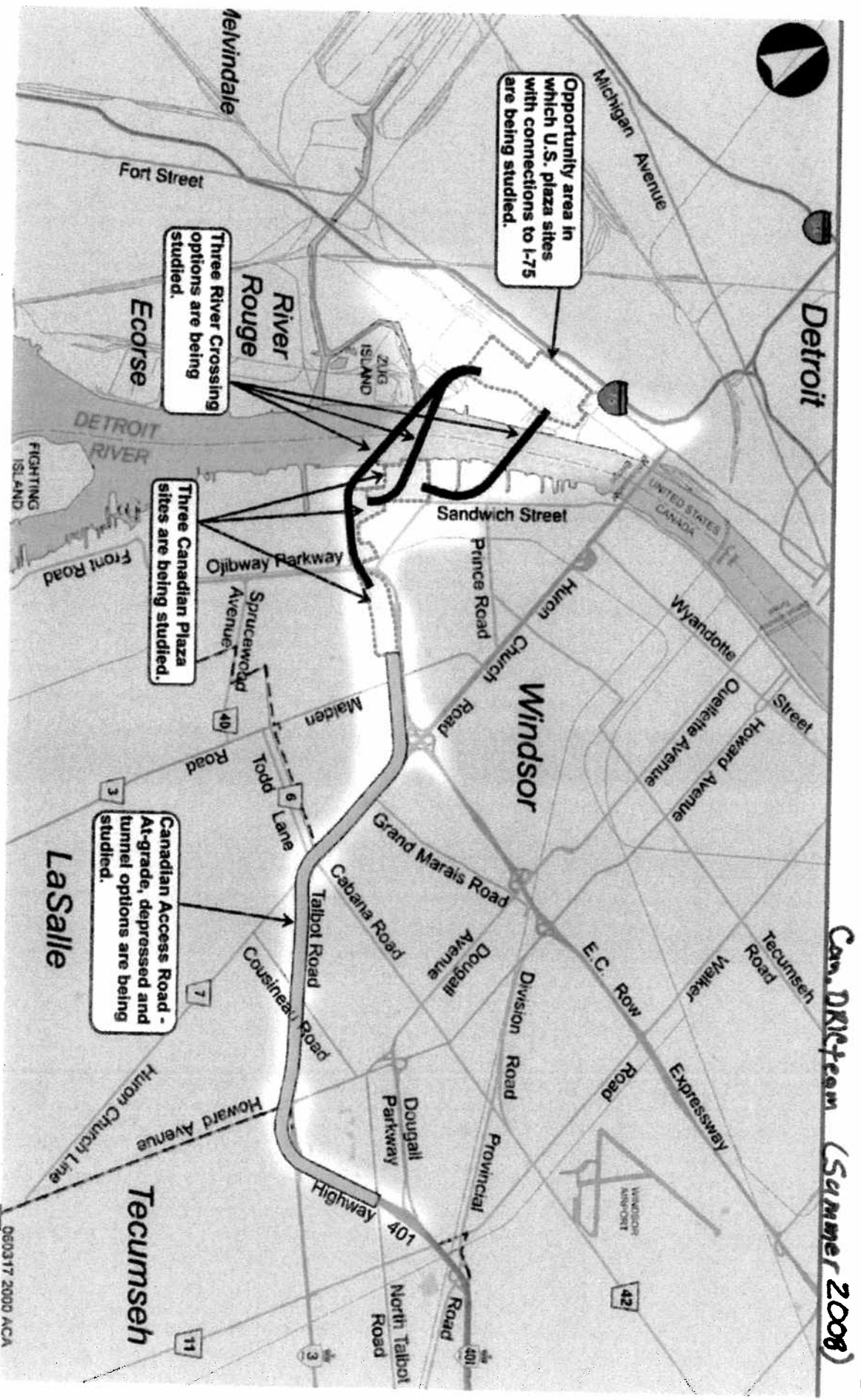
FALSE WINDSOR PLAZA



ACTUAL WINDSOR PLAZA



Practical Crossing, Plaza & Route Alternatives



AMBASSADOR BRIDGE ACCESS IMPROVEMENTS PROJECT

Coordinated Border Infrastructure Program (CBI)

Summary Information

Grantee: Michigan Department of Transportation

Senators/U.S. Representatives: Senator Carl Levin, Senator Spencer Abraham, Congressional District #14 U.S. Representative John Conyers, Jr., Congressional District #15 U.S. Representative Carolyn C. Kilpatrick

Governor: John Engler

Mayor: Dennis Archer, City of Detroit

Project: Ambassador Bridge Access Project. The Ambassador Bridge serves the traveling public poorly because of its indirect access to the Interstate system. When I-75 was built, it could not connect to the Bridge because it is a private facility. I-75 itself is deteriorating. Despite these handicaps, the Ambassador Bridge has grown to be the busiest commercial land border in North America. The Ambassador Bridge Access Project provides border congestion relief and improved safety by providing direct connections with the interstate system, and improving adjacent I-75 to modern standards. This application requests funding for: design funds for the direct interstate connections (the Gateway) and construction funds for reconstruction of a segment of I-75. The project will reduce congestion by shortening travel time for both commercial and passenger vehicles. The decreased crossing time will allow an additional 800,000 autos and 200,000 trucks annually to use the crossing, and will reduce user costs by \$3 million annually, including a \$1.4 million cost reduction through reduced accident risk.

FHWA Funds Requested: \$55.2 million in CBI funds. The total cost of the two project components included in this application is \$69 million. Of the

funds requested, \$49.6 million (of \$62 million total) is for I-75 reconstruction and \$5.6 million (of \$7 million total) is for design of the direct interstate connections (Gateway).

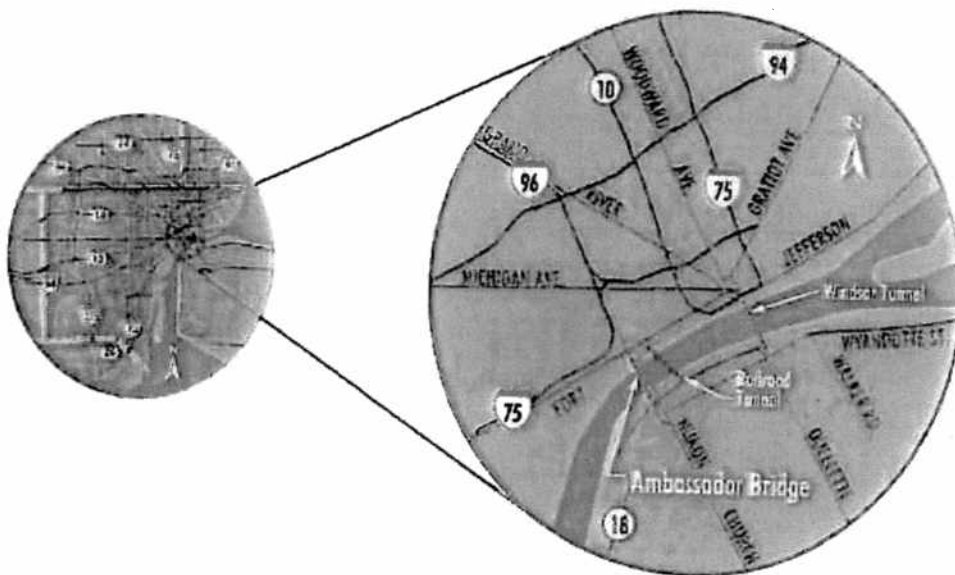
Other Funds Committed: MDOT is committed to paying the non-federal share (\$13.8 million) of the funds requested. MDOT and the Detroit International Bridge Company have already made substantial investments in this project. Reconstruction of the first of three segments of I-75 was complete last year, at a cost of \$21 million. MDOT has also made interim investments to ramps and local streets to address safety, intersection and road condition issues until other aspects of the access improvement projects are constructed.

Other Support: Southeast Michigan Council of Governments, Detroit International Bridge Company (DIBC), Wayne County and the City of Detroit.

Other Important Information: The Ambassador Bridge is a critical link in the automobile manufacturing supply chain, the engine driving the economies of southeast Michigan and southwest Ontario. It also serves many other industries, commuters, and pleasure travellers. In addition to being the busiest commercial land border crossing in North America, the Ambassador Bridge is the second busiest automobile crossing on the U.S.-Canada border.

Key Contact:

Ms. Susan Mortel
Michigan Department of Transportation
P.O. Box 30050
425 West Ottawa Street
Lansing, Michigan 48909
Phone: 517.373.2242
Fax: 517.373.9255
E-Mail: mortels@mdot.state.mi.us



**Ambassador Bridge Access Improvement Project
Detroit, Michigan**

Application Requirements

Requirement #1 - State, and, if applicable, congressional high priority corridor numbers
Michigan

Requirement #2 - County(ies) or Parish(es)

Wayne County

Requirement #3 - U.S. Congressional Districts

#14 - U.S. Representative John Conyers, Jr.

#15 - U.S. Representative Carolyn Cheeks Kilpatrick

Requirement #4 - Project Location; including a map(s) with U.S., state, and local numbered routes and other important facilities clearly identified.

Refer to attached map for location of the Ambassador Bridge Access Improvement Project, which includes the Ambassador Bridge Gateway and I-75 reconstruction from N.Y. Central R.R. to Gratiot Ave.

Requirement #5 - Project Objectives

The Ambassador Bridge Access project objective is to facilitate border crossings between Canada and the United States for commerce and the motoring public by increasing vehicle through-put and reducing operating costs to the public. Minimizing border crossing times and maximizing the predictability of these times is very important to industries on both sides of the border that rely on "just-in-time" deliveries. The proposed project will reduce cross-border travel times and increase their predictability. Our analyses indicate a *daily* reduction of 55,000 vehicle miles traveled and 4,500 vehicle hours traveled.

The project specifically addresses the need for long-term congestion mitigation and direct access improvements to the Ambassador Bridge. When constructed the project will:

- Provide direct access and relief from traffic congestion between the Ambassador Bridge and the trunk line system, including off and on ramps to and from north and south bound I-75 and I-96, and local road access improvements to Porter and 21st Street in the local community;

**Ambassador Bridge Access Improvement Project
Detroit, Michigan**

- Accommodate access to meet future border crossing capacity needs and projected plans by the Detroit International Bridge Company (DIBC) for improvements to the Ambassador Bridge, including plans for a new future span; and
- Accommodate access to the Mexicantown area and a separate project (private), the proposed Travel Information Center/ Retail Complex at the U.S. entrance to the Ambassador Bridge.



Reconstruction of connecting portions of I-75 extend and augment the overall objective to provide improved access between the interstate system and the international crossing at the Ambassador Bridge. The overall goal is to improve and modernize the I-75 transportation corridor to provide at least 20 years of use without any major maintenance or rehabilitation work.

Agreement on this critical link has been reached with the City of Detroit to close this segment of freeway for one year during construction, instead of completing the mainline construction over two years. While portions of the project work will extend up to two years, the critical section from I-96 will provide improved new access for two new stadiums, and must be complete for the proposed new baseball stadium by April, 2000.

Requirement #6 - Proposed Work; identifying which specific element(s) or work corresponds to each of the list of eligible items and disaggregating the work into phases, if applicable

This application seeks funding for 2 purposes: to reconstruct a segment of I-75 and to design a new Gateway, including direct interstate connections between I-75 and the Ambassador Bridge. Gateway design component will encompass engineering for: reconstruction of the section of I-75 adjacent to the Ambassador Bridge (south of the segment of I-75 which is being constructed this year); new on and off ramps providing complete access to and from the Ambassador Bridge; new ramps and toll facilities and plaza area for Canadian bound traffic compatible with the proposed future second span of the Ambassador Bridge; construction of a new pedestrian structure across the freeways near Bagley Street (linking the east and west sides of the Mexicantown community severed by the original interstate construction); and other related work. The I-75 reconstruction component includes the I-75 (Fisher) freeway between I-96 (Jefferies) and I-75/I-375 (Chrysler)/Gratiot Avenue, a total length of approximately 6.1 km (3.8 miles), including reconstruction of bridges and interchanges. This reconstruction of I-75 is immediately adjacent and north of the Gateway project. It will modernize the interstate, and provide a major improvement to existing transportation and supporting infrastructure to link cross border vehicle and cargo movements.

Ambassador Bridge Access Improvement Project Detroit, Michigan

Multinational involvement and coordination with other Federal agencies and their counterpart agencies in Canada. In September 1995, the Michigan Department of Transportation (MDOT), in cooperation with SEMCOG, the Southeast Michigan Council of Governments, officially initiated the engineering and environmental studies for the Ambassador Bridge/ Access (Gateway) project. These studies are required to determine the best alternative to improving access at the United States end of the Ambassador Bridge, which links Detroit, Michigan and Windsor, Ontario. The study has been guided by a Steering Committee composed of representatives of MDOT, SEMCOG, the Federal Highway Administration (FHWA), the Detroit International Bridge Company (DIBC), and the City of Detroit, with U.S. Customs and the U.S. General Services Administration acting as federal cooperating agencies. Combined with a public involvement program, a Citizen's Involvement Group has also been instrumental in the exchange of information. This has led to an understanding of the needs and desires of the community. Finally, full participation included the Canadian Transit Company, counterpart to the DIBC.

Clearly, this is a high priority project with all the stakeholders. This includes, but is not limited to MDOT, DIBC, SEMCOG, and the City of Detroit. The need for this project has precipitated unprecedented cooperation between local, state, federal, and private interests not seen in the last 25 years. To facilitate implementation of the project, DIBC is expected to become a full partner in the project construction with MDOT. Recent announcement for the \$400 million construction of the second span of the Ambassador Bridge by the DIBC, underscores the expected cooperation needed to make these projects whole. This is truly a public-private partnership.

Requirement #8 - Traffic/Safety Information and Projections

Existing Conditions at the Gateway - Operational problems at the **Porter Street** (local city street) entrance to the Ambassador Bridge do not allow free flow off the Bridge. There is also a pattern of trucks that use the northbound I-75 service drive and Porter Street to get to northbound I-75 and westbound I-96. These trucks are signed to the interstate system via Fort (M-3) and Clark Streets or Rosa Parks Boulevard, but "shortcut" via Porter. The presence of a single truck making a right turn from the northbound service drive to Porter and then a left from Porter to the interstate ramps can jam the intersection, causing a dangerous situation. The proposed project goes beyond the interim improvements already in place to remedy this situation.

At the Fort Street (M-3) Exit from U.S. Customs, all commercial traffic exits the Bridge to Fort Street after passing through U.S. Customs. At present, trucks approach a signalized "T" intersection at Fort Street where vehicles can go right or left. Trucks sometimes back up into the inspection booth area as they await a green signal. The right-turn radius onto Fort Street is inadequate, forcing trucks to swing into the center of Fort Street to make their turn. Turning movements can be improved by increasing the radius of the exit driveway from the U.S. Customs facility to Fort Street. This could be made into a continuous right-turn if the curb lane on Fort



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Ministry of
Transportation

Ministère des
Transports

Tel: (905) 704-2006
Fax: (905) 704-2007

January 7, 1999

Mr. James Steele
Division Administrator
Federal Highway Administration
315 West Allegan Street, Room 211
Lansing, MI, U.S.A. 48933

Dear Mr. Steele:

**RE: Michigan Strategy and the Southwestern Ontario
Frontier International Gateway Study**

I am writing to convey our support in principal for the Michigan Strategy under the Michigan Department of Transportation (MDOT) Border and Corridor Application, regarding the TEA-21 legislation.

The Michigan/Ontario international border represents one of the most important gateways for the movement of people and goods between our two countries, and our economies, and it is therefore imperative that the transportation system provides an efficient and barrier free network to trade and tourism.

The projects identified to us as part of the Michigan Strategy include access improvements to the Ambassador Bridge, Blue Water Bridge and International Bridge at Sault Ste. Marie, bi-national Metropolitan Transportation Planning work in the Detroit/Windsor and Port Huron/Sarnia areas, and reconstruction of I-94 through Detroit.

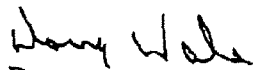
The importance we place on these types of initiatives was reflected in our recently completed Southwestern International Frontier Gateway Study. The Michigan Department of Transportation, as well as SEMCOG participated in this study. In Ontario, capacity deficiencies were noted on Huron Church Road/Highway 3 leading to the Ambassador Bridge prior to 2011, on the Ambassador Bridge shortly after the year 2011, and on sections of Highway 401 throughout the planning period to 2021. The study conclusions recognize the need for further work such as a bi-national planning study, including key stakeholders, to help examine the feasibility of an improved freeway connection between Highway 401 and I-75, within the Windsor-Detroit area.

-2-

Michigan's plans for a direct freeway link from I-75 to the Ambassador Bridge, and the Ambassador Bridge Operator's proposals to twin this structure, make it imperative that we look for workable solutions to the Huron Church/Highway 3 deficiencies on the Canadian side of the border, in order to ensure that our joint transportation systems are effective and co-ordinated.

Transportation staff in this ministry have been working with our American counter parts in MDOT and SEMCOG. It is our hope that we will continue to work together on these proposed planning efforts, which will result in tangible improvements to transportation connections across our borders.

Thank you for your consideration in this matter.



Doug Wale
Manager

cc. Alex Bourgeau, SEMCOG
Constance Morrison, Policy Administration, MDOT
Ravi Girdhar, Director, Transportation Systems Planning Branch, MTO



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
OFFICE OF THE GOVERNOR
LANSING

JOHN D. CHERRY, JR.
LT. GOVERNOR

November 1, 2007

The Honorable Mary Peters
Secretary, U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

Dear Secretary Peters:

I am writing to request that the U.S. Department of Transportation give every consideration to advancing federal permit applications for the Ambassador Bridge enhancement project.

Clearly, the Ambassador Bridge's proposal to build a new span from its Detroit plaza to its Windsor plaza is a possible option to help advance international mobility in the Southeast Michigan region. It has been my administration's consistent position that the Ambassador Bridge Company's private efforts to twin its current structure can be achieved more easily on the American side, and I am strongly reiterating that position today.

Under the structure of our joint partnership with Canada and Ontario, the Detroit River International Crossing (DRIC) study concluded in 2005 that the Ambassador Bridge option would not meet the partnership's objectives, based on criteria examined in early phases of the study. Nevertheless, the proprietors of the Ambassador Bridge own and operate an important facility in the network of border crossings that play a vital role in Michigan's economy, and we are committed to making sure that our international border crossings have adequate capacity now and in the future.

I value the role of USDOT in helping advance critically needed crossing capacity between the U.S. and our largest trade partner to ensure future prosperity in this critical binational corridor, and count on your assistance as the Partnership moves forward to advance our goals.

Sincerely yours,


Jennifer M. Granholm
Governor



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

November 15, 2007

Mr. Dan Stamper, President
Detroit International Bridge Company
12225 Stephens Road
Warren, Michigan 48089

Dear Mr. Stamper:

Thank you for your letter, dated October 30, 2007, regarding your proposed enhancement project. I am happy to share my thoughts and clarify my position regarding your project.

Throughout the course of the Detroit River International Crossing (DRIC) environmental clearance process, the Michigan Department of Transportation (MDOT) has publicly stated that a new bridge, adjacent to the existing Ambassador Bridge, ranked very high utilizing the selection criteria used in our evaluation. However, as an international facility, the Partnership removed this alternative from consideration due to the anticipated impacts that a new bridge, plaza, and associated access road improvements would have in Canada.

It is clear to me that the movement of people and goods at our international border in southeast Michigan is critical to both the state and nation now and in the future. As such, I do not oppose the Detroit International Bridge Company (DIBC) moving forward with the environmental clearance process for your proposal, while the DRIC process also moves forward. I have stated on previous occasions and will reiterate today, MDOT will not impeded the DIBC as you seek the necessary approvals.

If you have any questions, please contact either me or Susan Mortel, Director, Bureau of Transportation Planning, at 517-373-0343.

Sincerely,

A handwritten signature in dark ink, appearing to read "Kirk T. Steudle".

Kirk T. Steudle
Director



January 22, 2009

Cooperation would build a better Detroit-Canada bridge

An ongoing battle to determine who builds the next international border crossing in Detroit is a bridge to nowhere. The state and the privately owned Ambassador Bridge would best serve Michigan's transportation and economic interests by cooperating instead of competing. Ideally, the Ambassador, with its capital and expertise, should become a partner in building a publicly owned crossing.

The U.S. Department of Transportation has green-lighted a second bridge between Detroit and Windsor. Advanced by the Detroit River International Crossing Project, the publicly owned bridge could be built as early as 2013, landing on the U.S. side in the Downriver area near Zug Island.

Meantime, the privately owned Ambassador Bridge continues to move ahead with plans to build a so-called replacement bridge next to the current bridge, which would add two lanes of capacity and tie into new freeway improvements made by the state's Gateway Project. The company has even threatened to go to court to stop another crossing.

Suits that delay or stop the DRIC bridge, approved by a coalition of Ontario, Michigan, U.S. and Canadian governments, might serve the Ambassador's private business interests, but not the broader public interest.

To be sure, executives for the Detroit International Bridge Co., which owns the 80-year-old Ambassador, have raised legitimate questions about how soon another crossing is needed. But lawsuits are not the way to decide whether a second crossing is needed in the next decade.

It's time the bridge company met with the Michigan Department of Transportation to discuss how best to handle the region's long-term border crossing needs.

There's plenty of time to talk. The cash-strapped state need not start now to acquire land or plan construction for the \$1-billion-plus DRIC project. Canada has not yet finished its environmental studies, and border traffic has dropped steadily since 1999. The bridge company has added customs and inspection booths and continues to employ new technology to improve the flow of commerce and reduce border delays.

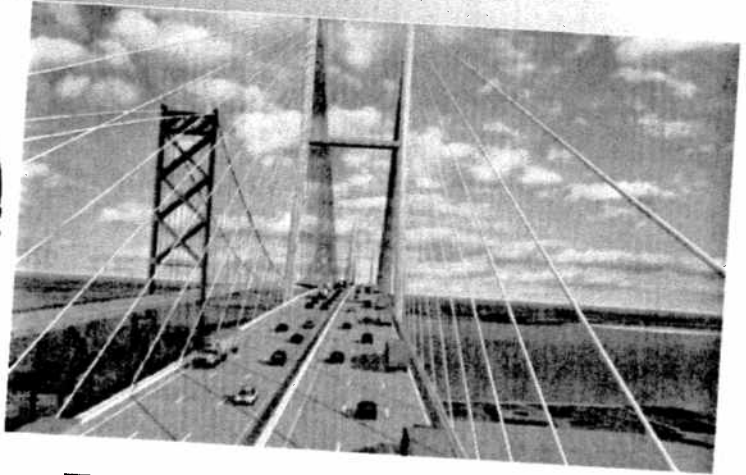
Still, traffic volumes, including truck traffic, will rise again. Moreover, the Ambassador plan faces significant opposition from Canada, a sovereign nation that has an equal say in what happens at the border.

The region must eventually have another Detroit border crossing to remain economically competitive - even if the Ambassador builds its replacement span. Hundreds of billions of dollars of trade flow across the border, much of it in auto parts. Having two distinct crossings and entry points -- the bridge near Zug Island would cross about two miles south of the Ambassador -- would also enable traffic and goods to continue to flow if a disaster disabled one of the bridges.

Talks between the state and Ambassador should include more than traffic projections. Private investors might help finance the publicly owned DRIC bridge. The Ambassador has the money and the know-how to make such a public-private partnership work -- but only if the two sides can learn to work together.



www.ambassadorbridge.com



The Ambassador Bridge Enhancement Project: A Billion Dollar Investment in Michigan's Future

Environmentally Friendly Project Design

- The U.S. Coast Guard issued a Draft Finding of No Significant Impact (FONSI) of the Ambassador Bridge Enhancement Project on the environment in February 2009
- Significant research has been conducted to ensure that the Project poses minimal environmental impact
- The Detroit International Bridge Company has already invested more than \$60 million in a state-of-the-art water reclamation and treatment facility

Creates Immediate Economic Stimulus for the Region

- The Ambassador Bridge Enhancement Project -- a second span with six new lanes for traffic and a safety shoulder in both directions -- is one of the of the largest job creation projects in the state
- The Project will create nearly 4,000 jobs within the first year and more than 20,000 over the next two decades

Private Investment Makes Public Funds Available for Community Needs

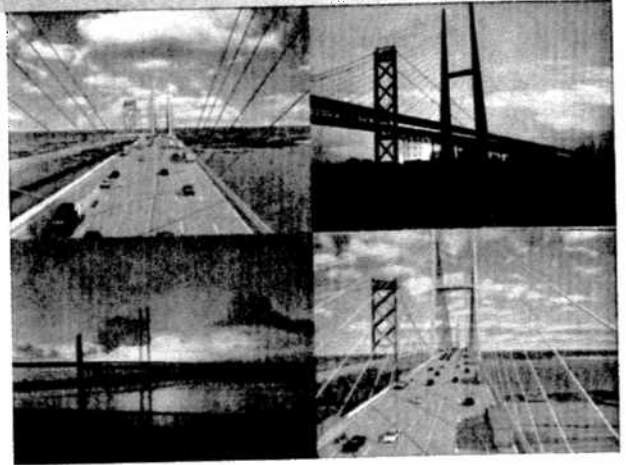
- \$1 billion in private funds will be invested by the Detroit International Bridge Company, the owners and operators of the bridge
- Private funding of the project means that municipal, state and federal governments have more to spend on needed services

Project Supports Downtown Businesses

- The Ambassador Bridge brings patrons through downtown Detroit; a second span will ensure that traffic continues to flow downtown, further supporting minority owned businesses
- Additional jobs for residents of Detroit means workers spending their earnings in the community and supporting local economic growth

Improves Traffic Connectivity through the Detroit-Windsor Corridor

- The second span will have dedicated lanes for certified low risk, high speed vehicles
- The Project will retain the existing historic bridge for overflow traffic, use by bridge maintenance vehicles and special events
- The Project will create a new headquarters building and a major highway information center



Promoting International Commerce for 80 Years

- The Ambassador Bridge is the nation's number one border crossing, handling 26 percent of trade between the US and Canada
- The privately-owned Ambassador Bridge was completed and opened for traffic in 1929 and has been safely maintained for nearly 80 years
- In 2006 alone, 9.4 million vehicles traveled across the bridge, including 3.5 million trucks

Responsible Corporate Citizen

- The Detroit International Bridge Company is proud the Project is supported by a range of community organizations such as the Detroit NAACP, the Hispanic Business Alliance and Detroiters for Progress
- The owners believe in the development and wellness of the local community and continue to support a variety of local organizations including local schools, Hospice, local charities and universities



www.ambassadorbridge.com

AMBASSADOR BRIDGE – 80 YEARS OF PROMOTING INTERNATIONAL COMMERCE

About the Ambassador Bridge

- Connecting Detroit and Windsor, Ontario, the privately-owned Ambassador Bridge was completed and opened for traffic in 1929 and has been safely maintained for nearly 80 years
- Busiest international crossing in North America
- Handles 26 percent of trade between the U.S. and Canada
- In 2006 alone, 9.4 million vehicles traveled across the bridge, including 3.5 million trucks

About the Ambassador Bridge Enhancement Project

- The Detroit International Bridge Company, owners and operators of the Ambassador Bridge, are privately investing approximately \$1 billion for the enhancement span project:
 - Creates more than 20,000 jobs over the next two decades and nearly 4,000 jobs within the first year
 - Requires no municipal, state, provincial or federal funds, leaving those dollars available for other needs in the community
 - Spurs economic growth of the Detroit-Windsor region
 - Can be started within sixty days and completed within 30 months of approval
 - Received Presidential Permit approval and Environmental Assessment approval in the United States
 - Waiting final approval of Environmental Assessment in Canada
- Provides long-term solutions to improve traffic connectivity through the Detroit-Windsor corridor with minimal interruption:
 - Second span with six new lanes for traffic and a safety shoulder in both directions
 - Dedicated lanes for certified low risk, high speed vehicles
 - Retention of existing historic bridge for overflow traffic, use by bridge maintenance vehicles and special events (e.g., races)
 - New headquarters building
 - Major highway information center
 - Significant environmentally sustainable feature includes a \$60 million water reclamation and treatment facility

- Installation of a model intelligent transportation system to automate customs, toll collecting and other processes to facilitate international trade, as requested by the North American Free Trade Agreement (NAFTA)
- Complements over \$660 million in publicly financed programs to improve connectivity to existing border crossings:
 - The Ambassador Bridge Gateway Project allocated \$230 for a new interchange and customs plaza to connect the bridge to I-75, I-96 and I-94 in Detroit with an expected completion in 2010
 - The U.S. Congress and Michigan Department of Transportation have appropriated more than \$430 million to improve connections to existing border crossings into Canada

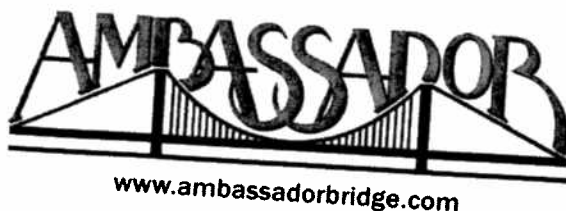
For more information contact:

Michael Waxman

Phone: 202-827-4860, ext. 238

Cell: 310-963-4847

mwaxman@hydeparkcomm.com



February 2009

Frequently Asked Questions

Ambassador Bridge and the Detroit River International Crossing (DRIC)

Is another international bridge crossing between Detroit and Windsor, Ontario, necessary right now?

The proposed Detroit River International Crossing (DRIC) project is duplicative, untimely and unnecessary – viable border crossings already exist in the region. The U.S. Congress and the state of Michigan have spent hundreds of millions of dollars to improve these crossings, including the Ambassador Bridge, Blue Water Bridge and the Detroit-Windsor Tunnel, all of which are well below capacity and equipped to meet future traffic needs.

The DRIC is an unnecessary, bi-national project driven by Canadian interests that would be located just about one mile from the Ambassador Bridge and would cost U.S. taxpayers billions of dollars, take years to build and devastate the important community of Delray in Detroit.

The only reason that the Ambassador Bridge owner is building its new bridge span is to replace its current 80-year-old structure and use the existing roadways and new highway connections just as the Gateway Project has intended for more than a decade.

Why would the U.S. spend scarce taxpayers dollars on the DRIC?

Investing hundreds of millions of taxpayer dollars in the DRIC for planning and construction simply diverts money from other needed projects that could employ citizens of Detroit within weeks or months, rather than years. The taxpayers of Michigan and Ontario – not transportation planners – will foot the bill of about \$3 billion for a new bridge, new inspection plaza and new connections to regional freeways, and then for operations and upkeep thereafter.

The Ambassador Bridge, on the other hand, is privately owned and operated and is currently being enhanced through private funding creating much needed jobs in the depressed Detroit area. Upon final approval from Canada, the project can be commenced within 60 days and completed in 30 months.

The Ambassador Bridge Gateway Project, a \$230 million publicly funded project creating a new interchange and customs plaza connecting the existing and second span of the bridge to I-75 in Detroit is already underway and will be completed next year. In addition, the U.S. Congress and the Michigan Department of Transportation have appropriated more than \$430 million to improve the existing Blue Water Bridge between Port Huron, Mich., and Sarnia, Ontario.

If traffic volumes have been steadily decreasing, why do we need a new bridge, especially one so close to the existing crossings?

The rationale for the DRIC is based on outdated and flawed traffic projections that predict sharp traffic growth, even though actual traffic volumes have been steadily declining since 1999, and existing bridges and tunnels are functioning well below capacity.

U.S. taxpayers have already invested more than \$660 million to improve traffic connections to existing crossings with the understanding that Canada would make complementary investments and improvements in their crossing connections, but the Canadian government has not made good on their 2002 pledge to invest \$300 million in improvements.

The owners of the Ambassador Bridge have already constructed a new customs plaza – doubling the inspection capacity. Cross-border traffic is expected to improve significantly as these facilities are fully staffed by the government.

Won't it take years before Detroit would see the economic impact of the DRIC?

Under a best case scenario, the DRIC calls for property acquisition in 2009, commencement of construction in 2010, and the opening of the border crossing in 2014.

The privately financed Ambassador Bridge Expansion Project, however, can be completed within 30 months of approvals. More than 20,000 jobs will be created over the next two decades and nearly 4,000 jobs within the first year.

What are the improvements being made to the Ambassador Bridge?

The owners of the Ambassador Bridge are spending more than a billion dollars in private funds to replace the existing four lanes with six new lanes. Their investment has already included more than \$250 million to construct a new customs plaza and for improved traffic connections.

What environmental and other impact will there be on the neighborhoods surrounding the DRIC?

Building the DRIC in the proposed location would virtually destroy the minority and low-income community of Delray, requiring:

- Condemnation of 170 acres of land and 257 homes
- Relocation of 43 businesses and hundreds of jobs
- Destruction of five churches and several community parks and playgrounds
- Destruction of several historic properties
- Three quarters of the displaced residents would be minorities

More than 50 local community groups including the NAACP and the Hispanic Business Alliance have expressed their concerns with the DRIC – and support for the Ambassador Bridge. They have also raised questions about the potential impact that increased traffic resulting from the project and associated infrastructure will have on their local community, and the effect on efforts to revitalize the surrounding racially-diverse neighborhoods. Predominately white neighborhoods were removed from the DRIC study as potential locations for the bridge at the insistence of certain Michigan politicians, sacrificing the minority neighborhood of Delray in favor of wealthier white neighborhoods.

There is also concern about the potential health effects from diesel truck emissions for community residents and school children whose classrooms and recreational facilities are adjacent to the proposed customs plaza.

The Ambassador Bridge Expansion Project has been planned in a thoughtful way to minimally impact area residents and the environment. Property has been secured on both sides of the river, effectively making a minimal impact on homes and relocations when building starts. The historic Canadian Sandwich Town in Windsor, Ontario, will be preserved and, because the new span's main towers are designed to be on land, there is no environmental impact on the river or impediment to navigation.

For more information contact:

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